

Had I been present for the votes, I would have voted "aye" on rollcall vote 203 and "nay" on rollcall vote 204.

FALLEN HEROES

HON. GINNY BROWN-WAITE

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I rise today to honor Sheldon Schulman, a Vietnam Veteran who gave his life fighting for our freedom and security.

In honor of Memorial Day, I had the pleasure of recognizing the late First Lieutenant Sheldon Schulman for his heroism and bravery as a U.S. Soldier who fought in the Vietnam War until his death on June 19, 1967.

Lieutenant Schulman served his country as an officer in the Army. He was killed as the result of a gun shot wound inflicted during a battle on the Mekong Delta. Also lost that day were three of his closest friends who had served with him since their days in Officer Candidate School. Lieutenant Schulman was only twenty four.

I had the honor of presenting his family with medals Lieutenant Schulman earned during his service to our nation. They included Silver Star, Bronze Star, the Good Conduct Medal, the National Defense Service Medal, the Vietnam Service Medal, the Republic of Vietnam Campaign Ribbon, the Sharp Shooter Badge and Rifle Bar, and two Marksman Badges, Machine Gun Bar, and Rifle Bar, as well as the Purple Heart, the oldest military decoration in the world.

I am humbled by the courage and sacrifice of First Lieutenant Sheldon Schulman. I am thankful for the gift of freedom that he fought to protect. We must never forget Sheldon Schulman and those soldiers who paid the ultimate price on our behalf.

PAYING TRIBUTE TO ANDY MCKEAN

HON. THOMAS G. TANCREDO

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. TANCREDO. Mr. Speaker, I would like to take a moment to pay tribute to an individual who has worked tirelessly to bring awareness of our U.S. Constitution to both school children and adults alike, Andy McKean. Mr. McKean was awarded the 2004 Daughters of the American Revolution Medal of Honor for his efforts to educate children about our common heritage and founding documents.

Mr. McKean established a large summer-time "Earning by Learning" program in Denver-area libraries to encourage young children to read more often. While visiting one of those libraries, Mr. McKean was shocked to learn that none of the children knew the true meaning of the Fourth of July.

Mr. McKean decided that the children of America ought to learn about the founding of our nation and system of government before the fifth grade, when most kids are first taught a course in American history. Mr. McKean be-

came president and eloquent spokesman for Liberty Day, the nationwide educational organization.

Mr. Speaker, Andy McKean is a person who possesses dedication, commitment, and passion for his life long pursuit of educating young people and contributing to the betterment of America's youth. It is my distinct pleasure to honor Andy here today, and wish his all the best in his future endeavors.

PAYING TRIBUTE TO SHERI ROCHFORD

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. McINNIS. Mr. Speaker, it is with great pride that I rise today to pay tribute to Sheri Rochford, a talented fundraiser and admissions counselor from Durango, Colorado. Sheri is a dedicated Fort Lewis College employee who has been helping to educate students in Colorado for twenty-six years. She is a benevolent and kind-hearted person who has been an asset to the Fort Lewis College community and I would like to join my colleagues here today in recognizing her tremendous service and dedication to higher education.

Sheri's association with Fort Lewis College began when she was working her way through school doing odd jobs in the business school and the president's office on campus. She attributes her enthusiasm and commitment to Fort Lewis as a result of the initial encouragement she received from a college administrator. Since 1978, Sheri has had many roles at the college including Dean of Admission and Alumni Development, and Dean of Development and Alumni Relations. She will now become the Director of Foundation relations.

Sheri has made a great contribution to Fort Lewis College that will inspire many future generations to pursue their education in Durango. During her tenure, she helped to almost double the college's enrollment, raised more than one million for the Alumni Association scholarships and communications programs, and played a key role in raising funds for both the Community Concert Hall and the Center of Southwest Studies. She is responsible for raising the Fort Lewis College Foundation's assets to more than 13 million dollars. Sheri is the past recipient of the Fort Lewis College outstanding Achievement Award, and the Durango Chamber of Commerce's prestigious Athena Award for outstanding women professionals. Sheri has also served on numerous national boards and councils for college admissions, the American College Testing Program, and collegiate records associations.

Mr. Speaker, Sheri Rochford is a devoted individual who is actively involved in the education of our next generation of leaders. Sheri has demonstrated a love for Fort Lewis College that resonates in her compassionate and selfless service to the University Community. Sheri's enthusiasm and commitment certainly deserve the recognition of this body of Congress and this nation. Congratulations on your new job Sheri, I wish you all the best in your future endeavors.

PAPERWORK AND REGULATORY IMPROVEMENTS ACT OF 2004

SPEECH OF

HON. BETTY MCCOLLUM

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 18, 2004

The House in Committee of the Whole House on the State of the Union has under consideration the bill (H.R. 2432) to amend the Paperwork Reduction Act and titles 5 and 31, United States Code, to reform Federal paperwork and regulatory processes:

Ms. MCCOLLUM. Mr. Chairman, I rise today in opposition to H.R. 2432, the Paperwork and Regulatory Improvements Act of 2004. The paperwork and regulatory burdens on businesses could certainly use improvement. Unfortunately, this bill is actually an underhanded way to weaken important regulations that protect our clean air, clean water, public lands, and workplaces. This bill would diminish, rather than improve the process of developing federal regulations by elevating the interests of industries over all other considerations. This bill also fails to address real current problems in federal regulation, such as the pressure on agencies to misuse or ignore science for political ends.

I strongly support the Waxman-Tierney amendment to establish an independent commission on the politicization of science in the regulatory process. The amendment responds to a growing concern among scientists and the environmental community that the Bush administration is placing politics above science. Just last month the Bush administration issued a new policy that would allow hatchery-raised salmon in the Pacific Northwest to be included in wild salmon population counts, which could have a significant impact on whether or not the species are listed under the Endangered Species Act. It has been reported that this was done over the objection of an independent panel of scientists commissioned by National Marine Fisheries Service to advise them on the issue.

I am deeply disappointed that H.R. 2432 takes us in the wrong direction by advancing a misguided concept that elevates the interests of regulated industries over the health of our communities. I understand the burden that many businesses, especially small businesses, face in filling out government paperwork. This bill, however, is more about coming up with excuses to undermine vital health, safety, and environmental regulations than about relieving the growing paperwork burden.

HONORING TUSKEGEE AIRMEN AND THEIR CONTRIBUTION IN CREATING AN INTEGRATED UNITED STATES AIR FORCE

SPEECH OF

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 1, 2004

Mrs. MCCARTHY of New York. Mr. Speaker, I rise today to thank the Tuskegee Airmen for their service, sacrifice and dedication for our country during World War II.

The National Airman's Association, an organization comprised of African-American pilots,

along with then Senator Harry Truman worked to allow Black pilots to serve in the Civilian Pilot Training Program. This laid the foundation of the forming of the Tuskegee Airmen. The Tuskegee Airmen were the first African-American pilots in any military branch. Prior to their arrival blacks were continuously excluded from aviation training programs in the military. But they proved to be the equal of white pilots.

Under the command of Col. Benjamin O. Davis, Jr., who later became the Air Force's first Black General, the Tuskegee Airmen fought in the aerial war over North Africa, Sicily and Europe. Tuskegee pilots received hundreds of Air Medals, and more than 150 Distinguished Flying Crosses. More importantly, and most impressively, none of the bombers they escorted was lost to enemy fighters. Their lasting legacy of the Tuskegee Airmen is the desegregation of the Air Force.

By the end of the war, 992 men had graduated from pilot training at Tuskegee, 450 of whom were sent overseas for combat assignment. During the same period, approximately 150 lost their lives while in training or on combat flights.

When we remember the "Greatest Generation" and recall with appreciation the sacrifice they made to preserve our freedoms and guarantee our rights, we must include the Tuskegee Airmen. It is important to remember our history and they played a large part creating it. Without them it would have been more difficult for the United States, and our allies, to be victorious and because of this we owe them a large debt of gratitude.

SUMMARY OF OUACHITA/BLACK RIVER NAVIGATION SYSTEM FUNDING TESTIMONY

HON. MIKE ROSS

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 2, 2004

Mr. ROSS. Mr. Speaker, I would like to submit the following for the RECORD.

SUMMARY OF TESTIMONY PRESENTED TO THE COMMITTEES ON AGRICULTURE, FORESTRY AND ECONOMIC DEVELOPMENT OF THE ARKANSAS LEGISLATURE AT CAMDEN, ARKANSAS, APRIL 29, 2004

(Prepared by the Arkansas Waterways Commission, 101 E. Capitol, Suite 370, Little Rock, AR 72201)

This summary provides a digest of testimony presented both verbally and in writing to the Committee on Agriculture, Forestry and Economic Development of the Arkansas Legislature. Although not a verbatim transcript, the summary is intended to faithfully represent the facts, statements and comments made during the hearing.

ECONOMIC CATASTROPHE

Catastrophic job loss and far reaching economic and environmental disruption to south Arkansas and northeast Louisiana will result from failure to fund Corps of Engineers' operations and maintenance of the Ouachita/Black River Navigation System. An approximately \$8 million savings to the Army Corps of Engineers would result in a net loss in tax revenue to the federal treasury.

The above summarizes unanimous consensus of more than two dozen representatives of city, county and state government, business and industry who testified in sup-

port of continued funding of the Ouachita/Black River Navigation System during a meeting of the Arkansas Legislature's House and Senate Interim Committees on Agriculture, Forestry & Economic Development, April 29, 2004 in Camden, Ark. The hearing was attended by some 150 interested participants.

The 336-mile long Ouachita/Black River Navigation System that includes 117 miles in Arkansas, is facing a \$8.2 million funding cut in the proposed 2005 budget that begins in October, 2004. The budget proposal of \$1.9 million budget for recreation on the system will not only eliminate maintenance on the system's four locks and dams, two of which are in Arkansas, but will prohibit their operation, thus eliminating navigation on the waterway. This also puts many of the other economic, environmental and recreational activities supported by the river system in jeopardy.

The waterway was targeted for a budget cut because it falls into a category of waterway considered by the federal Office of Management and Budget as "low-use." OMB considers waterways as low-use if cargo shipped on the system is less than 1 billion ton-miles annually. The Ouachita/Black River Navigation system had more than 800 million ton miles of usage in 2001. Other economic factors or benefits of waterways projects are not considered in the "low use" definition.

Representatives from private industry, river associations, municipalities in Arkansas and Louisiana as well as federal and state agencies presented concerns in terms of the industry and economic losses in light of two possible scenarios: if navigation on the system were discontinued or if the navigation pools created by the system locks and dams were not available. Environmental and recreational losses were also addressed.

A representative from Arkansas Governor Mike Huckabee's office and congressional staff members from the Arkansas delegation presented statements in support of continued funding of the waterway at current levels. Their concerns have been expressed to the President and appropriate committees in the U.S. Congress.

Consensus emerged on several key points:

The savings to the federal government by reducing funding on the Ouachita/Black River Navigation System would be far outweighed by the tax revenue lost.

Reduction in the funding of the river system has much broader consequences than simply the loss of navigation. The river has become a source of economic development, jobs, power and water supply as well as recreation. Considerable investments by private businesses and governments to harness the resources of the river were made with the assurances that it would continue to be available for use.

Before any decision to close or change the operation of the Ouachita/Black River Navigation System is made, a thorough study should be made to identify long term environmental, social, economic and hydraulic impacts.

The modern day history of the Ouachita River begins with settlements at Monroe, La. and Camden, Ark. in 1783. More than \$700 million was invested in construction of the current four locks and dams.

Colonel Rick Clapp, commander of the U.S. Army Corps of Engineers, Vicksburg District, said the Vicksburg District is capable of using as much as \$18 million annually on the river system for operations, and maintenance. Clapp said the district is evaluating possible reduced operation alternatives if the Ouachita River receives only the \$1.9 million as proposed in the 2005 budget.

He anticipated that in that case, the lock gates would be shut and the locks would

cease operation on October 1, 2004. The dam gates would be positioned and most of the project staff would be moved or furloughed. Minimum staff would remain for safety and security purposes. Clapp speculated that the 2 budget would be used for these minimum activities and to initiate a study that would identify long term environmental, social, economic and flood control impacts of project closure. No studies have been done on the impact of closing the Ouachita/Black River Navigation System.

Clapp said that if the project were put into caretaker status, meaning the locks closed and dam gates set with minimal maintenance performed, there could be deterioration on the project that could take significant funds to put it back into operation at a later date.

LOSS OF NAVIGATION

Closure of the locks on the river system would eliminate navigation and significantly affect the area's industry and economy.

Denny McConathy, owner of Cross Oil Refining in Smackover, Ark. testified that his company, in business since 1923, uses the river to bring oil via barge from Louisiana and Texas gulf coasts to make products that go into a variety of oils, adhesives, metal working fluids, rubber compounds and other materials.

Last year the company brought 79 barges of oil up the river and expects to bring up more than 100 barges this year. That oil is valued at more than \$68 million. It would take more than 11,000 trucks to transport that volume- a task that would be physically and logistically impossible as well as economically prohibitive.

Cross Oil has more than 500 customers and projects 2004 sales of between \$125-150 million. Cross Oil employs 125 people, has an annual payroll of \$6.5 million and the majority of employees live within 25 miles of the plant. In 2003, the company paid property taxes of more than \$350,000 to Union and Ouachita Counties. Of that, \$290,000 funded the Smackover school system and more than \$16,000 was paid to the city of Smackover.

Investments the company has made in its facilities were made with assurances that the Ouachita River would be available for use. Loss of the use of the river threatens the company's existence and the local economy. In 1995 the company invested more than \$47 million in the refinery, packaging plant and river terminal and a \$2 million expansion of the lube oil packaging plant that is underway with completion expected by July. Local companies performed all the expansion work. In addition, the company has 970 accounts payable vendors, most within 100 miles of the plant, who were paid approximately \$100 million in 2003.

"Cross alone puts more money back into our government in the form of payroll taxes, employee income taxes, income taxes, etc., to more than pay for the costs of maintaining the navigation system," McConathy wrote in a letter to the Arkansas Waterways Commission.

Keith Garrison, executive director of the Arkansas Waterways Commission, said that waterborne transportation has a significant economic impact in Arkansas. A 2002 report by the Mack Blackwell Center for Rural Transportation concluded that waterborne transportation had an \$811 million annual economic impact on the state. He emphasized the efficiency of barge transportation, pointing out that one barge can carry the equivalent of 60 semi-trucks or 15 freight cars. It would take an additional 40 million trucks on our nation's highways or 10 million rail cars to carry what is not carried on our inland waterways nationwide, he said.

Garrison said that cuts in funding to the Corps of Engineers budgets for navigation